

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:37 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 311 Const Calendar Day: 422 Date: 31-Jul-2013 Wednesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 05:00 pm Break: 01:00 Over Time:

Federal ID:

Location:

Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Clear, warm

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Meeting to discuss interferences between the 6" CCSF Reclaimed Water Line and the cable rail post along the south barrier of the WB bridge, 1300-1345. Track progress of FWS installation of mechanical piping. Measure layout of the 6" DIP line. Misc MEP paperwork and write diaries. Provide FWS with Skyway DIP piping cut sheets.

**04-0120F4 Bid Item: 121 0-000-000.121 CCSF RECLAIM WATER (6 NPS)**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**10" DIP installation 121 0-000-000.121**

A meeting between CT, ABF, and FWS was held at 1300 to discuss the interferences between the 6 NPS CCSF Reclaimed Water Lines and the cable rail posts on the inboard side of the WB bridge.



1. At the cross beam security gates post be moved outward to eliminate the interferences.
2. At the locations where the cable rail posts interfere with the bells of the DIP, the post will be moved laterally. At least 6 locations have been noted, but not all these locations will require the post to be moved. PB will evaluate the interferences and detail the ones that require corrective action.
3. There are numerous locations where the 6" line is either touching the cable rail post or is too close such that it restricts lateral and axial movement. Melinda Thomas committed to send out a list of the location. There was a discussion about if the layout was correct. FWS/ABF position was that the pipes were laid out correctly using the W3 line as a reference. CT position was that there should be 162mm of clearance between the W5 line and the outer edge of the pipe. It was agreed that CT and FWS will go out and do a field evaluation of the situation.

**04-0120F4 Bid Item: 122 0-000-000.122 CCSF SEWER FORCE MAIN (10 NPS)**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**Mechanical Piping 122 0-000-000.122**

Dave Law, Ian Burkhart, and Wayne Ellis spent the first two hours of the shift installing sections of 10" DIP



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Feather, Bernard

Diary #: 311

Date: 31-Jul-2013

Wednesday

near the expansion loop at PP 125.

04-0120F4 Bid Item: 125 0-000-000.125 DOMESTIC WATER (2 1/2 NPS)

F.W. SPENCER AND SON, INC

### Diary:

Dispute

**Mechanical Piping** 125 0-000-000.125

The FWS shift was 10 hours today.

☐

At 0900, I went out the bridge and checked the offset between the Skyway carbon steel piping and the SAS carbon steel piping. The centerline of the Skyway 2 1/2" line was 280mm from the edge of the barrier. The centerline of the SAS 2 1/2" was 175mm. Bob Melvin, PB mechanical designer was informed of this situation.

Sal Gomez and Barry Mullaney spent the first 5 hours of the shift welding lugs on the carbon steel pipe for the PS-7 at PP 125. For the second half of the shift, they worked on connecting the carbon steel piping at PP 118. This section of pipe had been cut out, then capped such that ABF could use the permanent piping for service air.

On the WB bridge, there is not enough clearance between the PS-7 attached to the barrier and the Victaulic fitting on the west side of the PS-7 to install the lug. This information was sent to PB on 7-30-2013 for a solution.

Tim Esquivel and Josh Johnson spent the shift installing sections of the 2 1/2" DW line between PP 119 and 121 along the bike path.

Narciso Biagi served as general foreman in support of all the day's operation.

CCO-187 Bid Item: 001 0-MSI-EFA.187 MEP/Structural Interferences

F.W. SPENCER AND SON, INC

### Diary:

Dispute

**DIP air relief valves** 001 0-MSI-EFA.187

The FWS shift was 10 hours today.

☐

Dave Law, Ian Burkhart, and Wayne Ellis spent the last 8 hours of their shift mobilizing a section of 12" DIP with tee attached to PP 44 along the WB bridge. They then removed the installed section of pipe, and began installing the section with a Tee attached. (6 hours straight time, 2 hours time and a half)